



**Clifton Scannell Emerson**  
Associates

# **Sandyford Cycle Route (Kilgobbin / Drummartin Link Road) Public Consultation Report**



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**Client: Dun Laoghaire-  
Rathdown County Council**

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## Document Control Sheet

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## 1. Introduction

This Report has been prepared by Clifton Scannell Emerson Associates (CSEA) on behalf of Dun Laoghaire Rathdown County Council (DLR), outlining the proposed 1.5km cycle and pedestrian route from the pedestrian and cycle entrance to Cedar Way along Drummartin Link Road to the Sandyford rotary over the M50, and along Kilgobbin Road to the junction with Leopardstown Road and Hillcrest Road.

Clifton Scannell Emerson Associates were commissioned to carry out consultancy services for the design of the 5km in length Dun Laoghaire Rathdown County Council Sandyford to City Centre cycle route from the Council boundary on Clonskeagh Road (at the River Dodder crossing) to Kilgobbin Road to the south of the M50. This route is No. 11 of the proposed routes in the National Transport Authority (NTA) published Greater Dublin Area Cycle Network Plan (GDACNP). High quality cycle facilities in each direction are to be developed along this route with associated works including provision of upgraded signalised junctions, improvement of mobility impaired facilities and cycling facilities. It is an important route from both a local and strategic viewpoint.

The southernmost stretch of this larger scheme, from Drummartin Link Road to Kilgobbin Road, is dealt with in this report. This 1.5km section will provide a safe, segregated cycle facility (where none currently exist) linking the Sandyford area south of the M50 to the Sandyford Industrial Estate, and existing cycle and pedestrian facilities on the Drummartin Link Road north of the Blackthorn Drive junction at the Beacon Hotel. This 1.5km facility will eventually be part of 5km of north-south cycle route in Dun Laoghaire Rathdown, and 5km of north-south cycle facilities in Dublin City Council. These 10kms of high quality cycle facilities will eventually run from the extents of this scheme at Kilgobbin Road to O'Connell Bridge in Dublin City Centre.

## 2. Scheme Objectives

The overriding purpose of the Route 11 scheme is to provide a continuous and consistent two lane cycle route which will be a safe and attractive premium walking and cycle route that caters for commuter, leisure, tourist and family cycling. This section of Route 11 has the further specific objective of providing for, and increasing, the cycling mode share for commuters travelling to the Sandyford Industrial Estate.

The proposed solution considers the impact on general traffic in the area as this route serves as a major link for commuting motor traffic. The proposed solution will achieve the above objectives whilst providing the NTA and DLR with the best value-for-money design for the medium to long term.

The specific objective of this proposed 1.5m scheme will be to provide segregated cycle and pedestrian facilities where they currently do not exist and to remove the perceived barrier to cycling that the rotary currently presents. A scheme objective is to give existing cyclists a safer, more convenient route, while also encouraging a growth in the number of commuters accessing Sandyford via sustainable transport modes.

The proposed 1.5km scheme has the objective of linking the predominately residential catchment to the south of the M50 to the Sandyford Industrial Estate at the proposed Bracken Link Road and Blackthorn Drive, in addition to linking to existing pedestrian and cycle facilities connecting to Dundrum and the City Centre.

### 3. Need for the Scheme

The movement of pedestrians and cyclists shall be prioritised in line with national, regional and local policies that place pedestrians and cyclists at the top of the movement hierarchy. To the fore is pedestrian and cyclist safety. The *Design Manual for Urban Roads & Streets* promotes the creation of walkable, cycleable and public transport orientated communities. DMURS states that in order to encourage more sustainable travel patterns and safer streets, designers must place pedestrians then cyclists at the top of the user hierarchy.

Sandyford is a busy mixture of commercial, retail and amenity uses, as well as permanent and short term residential use. It is the daily workplace for many thousands of people, and many of those accessing Sandyford from the south and north travel along the GDACNP Route 11.

At present, there is demand for good cycle facilities on this southern extent of Route 11 with Sandyford being a major trip attractor, with significant scope for mode shift to cycling should facilities be provided.

The proposed scheme will not only increase accessibility and permeability within the Sandyford area, but will also provide enhanced and safer connectivity with other areas and routes. Ultimately, the route should be delivered to improve safety, reduce journey times, and contribute towards increased numbers of trips being made by bicycle and by foot in the local catchments.

### 4. The Proposed Scheme and Alternatives Considered

The proposed scheme for Drummartin Link Road between the pedestrian entrance to Cedar Road and the junction with Blackthorn Drive includes the replacement of the existing cycletracks, footpaths and boundary treatments with two-way cycletracks on both sides of the roads, footpaths and new boundary treatments. A signalised toucan crossing is proposed for the exit from Cedar Road, and removal of 20m of existing parking to provide a build out at the location of the signalised crossing. The two-way cycletracks are proposed for this stretch of road to facilitate more efficient and safer access for cyclists with less crossing of the carriageway required along some desire lines.

The proposed scheme for Drummartin Link Road from the junction with Blackthorn Drive to the M50 rotary provides a two-way cycletrack and footpath on the eastern side of Drummartin Link Road. The facilities are proposed for the eastern side of the road rather than the western side due to the Sandyford Industrial Estate and other major trip attractors being on this side of the road, facilities on the western side would have require cyclists to make an additional signalised crossing across the slip lane from Dundrum/Ballinteer, and there is an existing cycle route in the Moreen Estate that links to two-way cycle facilities on the slip road from Dundrum/Ballinteer.

Access for cyclists to and from the rotary over the M50 was investigated in depth during the earliest stages of the optioneering process. Several options were progressed for this stretch of the route including:

- A two-way cycletrack and footpath on one side of the inside of the rotary, widening the existing concrete overrun area. This option was not progressed as significant works would have been required to the rotary bridge deck in order to move or adapt the existing drainage kerb. In addition, in order to gain the additional space for a wider cycle and pedestrian either a traffic lane would need to be removed or the lane widths would need to be reduced. Traffic modelling showed that removing a lane led to traffic congestion on the rotary, while narrowing of the lanes did not. However, with reduced lane widths a buffer zone could not be provided between the carriageway and the cycle

and pedestrian facility. Instead a physical barrier was considered, which would lead to further difficulties with the bridge deck and drainage kerb.

- A two-way cycletrack and footpath on the outside of the rotary, with toucan crossings across the M50 on and off ramps of the rotary. This option was not progressed as it would have required additional areas of bridge to be added above the Leopardstown slip lanes. In addition, it would have required that traffic accessing the slip lane down onto the M50 stop on the rotary while traffic continuing around the rotary could continue which may have led to safety concerns.
- **Preferred option:** a shared cycle and footpath on both sides of the rotary utilising the existing space inside the kerb, with signage indicating to cyclists which side they should take.

Crossing of the rotary and the entry lanes and slip lane would be via signalised toucan crossings. Traffic modelling has shown that this adds minimal delay to motor traffic on the rotary. The average likely delay to cyclists is a total of 60 seconds to cross the four toucan crossings on the rotary (the average delay at the signalised junctions would be an average of 30 seconds to cyclists who currently travel the route on road). The 5<sup>th</sup> toucan at the left slip from Kilgobbin Road will be on demand for cyclists and pedestrians.

The proposed scheme for Kilgobbin Road from the M50 rotary to the junction with Leopardstown Road provides a two-way cycletrack and footpath on the western side of Drummartin Link Road. The facilities are proposed for the western side of the road rather than the eastern side due to the topography and available land on this side of the road, and increased safety for cyclists in providing the crossing facilities across the vehicular entry to the rotary rather than at additional signals at the exit from the rotary.

## 5. Benefits of Improved Facilities

The overwhelming benefit of these facilities will be the provision of segregated cycle and pedestrian facilities where they currently do not exist even though a demand, especially cyclist demand, does exist. It is likely that crossing this rotary over the M50 is currently seen as a barrier to cycling to the Sandyford area from south of the M50. These facilities would give existing cyclists a safer, more convenient route, while also encouraging a growth in the number of commuters accessing Sandyford via sustainable transport modes.

The proposed 1.5km scheme will link the predominately residential catchment to the south of the M50 to the Sandyford Industrial Estate at the proposed Bracken Link Road and Blackthorn Drive, in addition to linking to existing pedestrian and cycle facilities connecting to Dundrum and the City Centre.

The estimated travel time for cyclists from the Leopardstown Road junction with Kilgobbin Road to the Blackthorn Drive junction, based on a 15km/hr cycling speed, is 6 minutes, plus an additional 1 minute delay at the rotary, plus an additional potential 30 seconds delay at the proposed Bracken Link Road. This distance would be an approximately 20 minute walk.

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